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February 24, 2015

#### FUEL OIL NON-AVAILABILITY DISCLOSURE

M/V " FURNESS SOUTHERN CROSS "  
IMO: 9606027  
FLAG: SINGAPORE

"I certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including the possibility of fines and imprisonment pursuant to 18 U.S.C. § 1001."

Paul N. Delacruz  
Manager Northeast  
Biehl & Co.

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## ECA0100,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
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ID,

Name, Michael Hunter,

Flag Country, Singapore

Date of ECA First Notice

02 February, 2015

Location of ECA First Notice,  
Salvador anchorage

Name of Ports after First Notice,  
Termisa, Areia Branca, Brazil  
St Eustatius

Name of Last Port before ECA Entry.  
St Eustatius

Name of Port with Fuel Oil Supply Disruption,  
St Eustatius

Name of Original Fuel Supplier with Disruption,  
NuStar Energy, Marine Fuel Sales

Number of Fuel Suppliers Contacted, NuStar Energy Marine Fuel Sales

Date of Entry in the ECA,  
01 March

Time of Entry in the ECA  
Unknown

Sulfur Content of Non-Compliant Fuel Oil,  
max 3,5%

Projected Hours on Main Propulsion  
Burning High sulphur = 6 hours.

Name of First POC,  
Newark, NJ

Compliance Fuel Oil Available at First POC

Yes

Plan to Bunker Compliant Fuel Oil at First POC

Yes – 100 mts LSGO, vessel would be bunkered asap on arrival.

Number of fuel suppliers contacted at First POC,

Phillips 66 Ltd  
Brandee Mlcak  
Ch 2149 B  
600 North Dairy Ashford  
Houston TX 77079  
United States of America  
tel : +1 281 293 2054

AND

Aegean Bunkering (USA) LLC  
299 Park Avenue, 2nd Floor  
New York 10171  
New York  
United States of America  
tel : +1 212 536 8343  
email  
bunkers@aegeanusa.com

Name of Second POC,

Unknown at this stage

Compliant Fuel Oil at Second POC?,

NA

Plan to Bunker Compliance Fuel Oil at Second POC?,

NA

Number of Fuel Suppliers Contacted at the Second POC?,

NA

Date of Exit from ECA.

08 March

Time of Exit from ECA.

Unknown.

Has this vessel operated in the ECA in previous 12 months

No.

Number of Separate Visits to the ECA

NA

Number of Ports visited in the ECA

NA

Previously submitted ECA0100 forms

None

Number of Submitted Reports  
?

Designated Corporate Official Name,  
Michael Hunter

Designated Corporate Official E-mail  
michael.hunter@alianca.com.br

Designated Corporate Official Phone Number  
+55 21 98167 1220

Description of Actions to Achieve Compliance

The Vessel was fixed from Termisa (Areia Branca), Brazil to load 33,000 mts of salt for discharge in Newark. The Master informed Owners that the 64.517mt of LSGO on board the vessel would not be sufficient to guarantee compliance with the US SECA regulations for arriving in Newark, and that another 40 mts would be required. We investigated the options and decided to bunker in the Caribbean at St Eustatius. Bunkers were stemmed and the vessel arrived in St Eustatius on the 18th of February. Since arriving no bunker operations have been carried out due to high swell and bunkers suppliers inform us that this could continue for an undeterminable period of time. The vessel is third in the queue to be bunkered and no bunker operations have been carried out for the last week and a half.

Our Charterers, Central Salt Central Salt LLC, of Elgin Illinois, have informed us the vessel must arrive urgently as the salt supply in New Jersey is critically low due to the very heavy winter conditions being experienced. It is on this basis that Owners are applying for an exception.

We would like to point out that vessel does have low sulphur gas oil on board meeting the SECA criteria and it is quite possible that no breach will actually occur as we intend to take bunkers as soon as possible on arrival Newark. We hope it is also clear from the above that we never intended to breach the SECA regulations, and have adequately planned for them. However due to circumstances beyond our control, we have been significantly delayed for an undeterminable period in a situation when the Charterers urgently require their cargo.